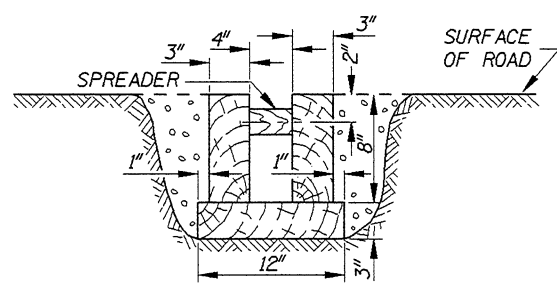
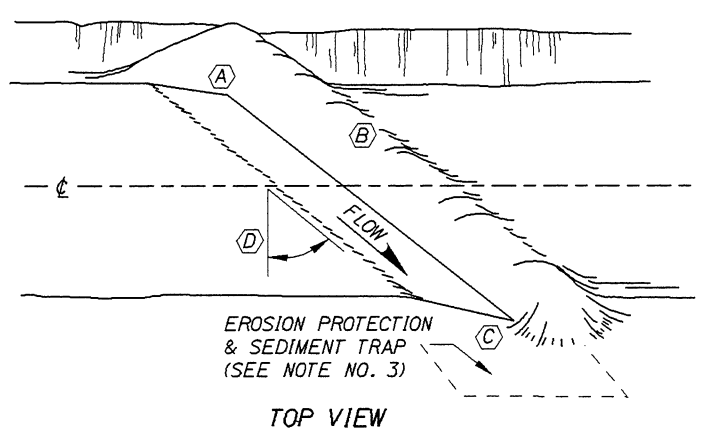


PERSPECTIVE VIEW



END VIEW

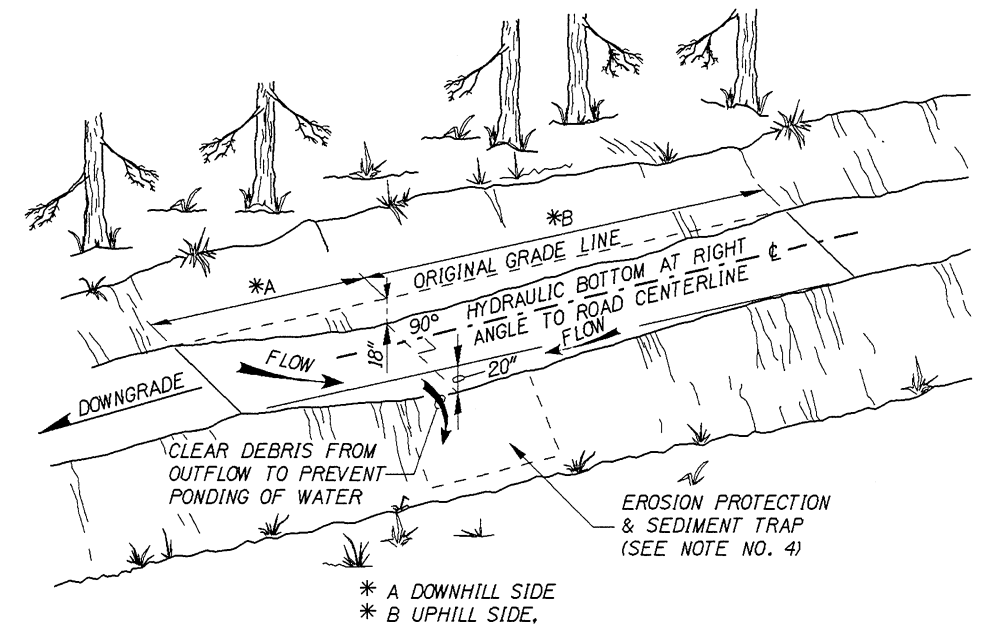
OPEN-TOP BOX CULVERT



TOP VIEW

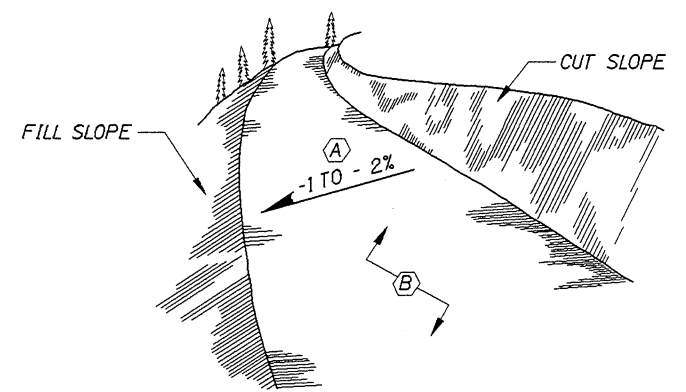
- A. BANK TIE-IN POINT CUT 6" TO 12" INTO ROADBED
- B. CROSS DRAIN BERM HEIGHT ABOUT 12" TO 24" ABOVE ROAD BED
- C. DRAIN OUTLET CUT 8" TO 16" INTO ROAD
- D. ANGLE DRAIN 30° TO 40° DOWNGRADE WITH ROAD CENTERLINE
- E. HEIGHT UP TO 24"
- F. DEPTH TO 18"
- G. 36" TO 48"

CROSS SECTION AT CENTERLINE  
WATERBAR (OR CROSS-DITCH)



ROLLING DIP DETAIL  
(REFER TO ROLLING DIP DIMENSION TABLE)

ROLLING DIP DIMENSION TABLE		
% DOWNGRADE	A (DOWNHILL)	B (UPHILL)
0% TO 4%	35'	65'
4% TO 6%	25'	75'
6% TO 8%	15'	85'

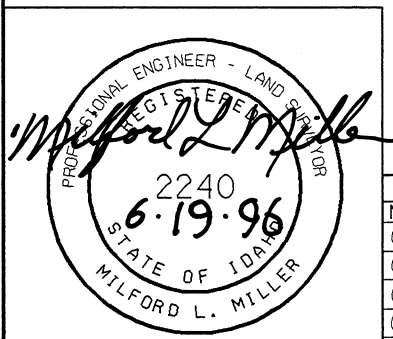


- A. DIVERT RUNOFF ACROSS ROAD SURFACE FROM TOE OF CUT SLOPE TO FILL SLOPE.
- B. ROAD SURFACE MUST BE RELATIVELY EVEN TO PREVENT PUDDLING & EROSION.

ROAD SLOPING

NOTES

1. THE GENERAL NOTES FOR ALL P-1 SERIES STANDARD DRAWINGS (TEMPORARY EROSION CONTROL) ARE GIVEN ON STANDARD DRAWING P-1-D (TEMPORARY EROSION CONTROL DIVERSION DEVICES & SITE EXAMPLE).
2. CONSTRUCT ALL TEMPORARY ROAD DEVICES ONLY ON UNPAVED HAUL ROADS WITH LIMITED OR NO TRAFFIC. THE DEVICE CONFIGURATION SHOULD BE ADJUSTED TO FIELD CONDITIONS.
3. THE OUTFLOW OF A ROLLING DIP, OPEN-TOP BOX CULVERT, AND WATER BAR (OR CROSS DITCH) SHALL BE DIRECTED OVER SOME EROSION PREVENTION THEN THROUGH A SEDIMENT FILTERING DEVICE.
4. NOT TO SCALE.



REVISIONS							
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE
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CADD FILE NO.  
plf\_0696.std  
DRAWING DATE:  
JANUARY, 1994

IDAHO  
TRANSPORTATION  
DEPARTMENT  
BOISE, IDAHO



CHIEF OF HIGHWAY OPERATIONS  
CHIEF ENGINEER

STANDARD DRAWING  
TEMPORARY EROSION CONTROL  
FOR TEMPORARY ROADS  
REQUIRES STD. DWG. P-1-D

FORM CATALOG NUMBER  
STANDARD DRAWING NO.  
P-1-F  
SHEET 1 OF 1